

Protocol for Selectively Bypassing the OBDII Test and Performing a Fall-back Tailpipe Emissions Test for Vehicles with OBDII Test-Related Problems v.1.5

I. Diagnostic Link Connector (DLC) Location

- A. This bypass option should have very limited application.
- B. EPA has informed the State that they are not aware of any vehicle with a DLC location that is not accessible for I/M testing.
- C. Commercially available DLC locator guides should be used especially for those vehicles with hard to locate DLCs, such as, BMWs.
- D. If a DLC is broken, missing or inaccessible due to modifications made to the vehicle, the OBDII test is to be initiated and the vehicle failed for missing, broken or tampered DLC as appropriate;
- E. Removal of access covers or ashtrays to plug into a DLC are considered reasonable steps that an inspector can take to access a DLC.
- F. If however, an inspector cannot access a DLC and it is in the OEM configuration, yet the inspector feels it is not reasonable to access the DLC, the inspector should bypass the initial OBDII test using the "OBD bypass" feature in the test software and make the proper notation justifying the by-pass on the attached form. The form must be promptly faxed to the NJDEP at 609-530-5342.

II. Readiness on Initial Test

- A. An OBDII equipped vehicle not meeting the applicable OBDII readiness criteria on the initial test is considered a test failure condition in NJ;
- B. Inspectors should frequently check the document entitled: "Vehicles with OBDII Testability Issues" which will be available on the New Jersey Motor Vehicle Commission's (MVC's) website at <http://www.njinspection.com>. Some of the vehicles listed in the document have inherent problems with readiness monitors, and as a result have electronically been excluded from readiness requirements through the vehicle look-up table in the I/M test software. As such, all vehicles (except those noted under section I above) should be initially tested using the OBDII test sequence and not bypassed.
- C. If, however, after making a reasonable attempt to prepare the vehicle for the initial test, the vehicle has not attained the readiness criteria applicable to that vehicle and the inspector believes the vehicle make and model may have an OEM design-related problem that prevents the vehicle from attaining the readiness criteria they may test the vehicle using the "OBD Test Bypass" function and note the reason for bypassing the OBDII test on the form for the State's evaluation. The form must be promptly faxed to the NJDEP at 609-530-5342

III. Readiness on Retest

- A. The normal protocol for vehicles failing the OBDII test is to diagnose and repair the vehicle, and, where applicable, for monitors that require special preparation to attain monitor readiness, prepare the vehicle for retesting.
- B. As noted in II.B above, inspectors should frequently check the document entitled: "Vehicles with OBDII Testability Issues" which will be available on the MVC's website at <http://www.njinspection.com>. A PIF may pre-screen for readiness condition using a stand-alone scan-tool prior to conducting the official retest. PIFs should also make use of all available repair-related information concerning the vehicle, such as, monitor specific drive cycle information and Technical Service Bulletins (TSBs) in diagnosing and preparing the vehicle for the retest.

- C. If, after making a reasonable attempt to prepare the vehicle for the retest, the vehicle has not attained the readiness criteria applicable to that vehicle and the inspector believes the vehicle make and model may have an OEM design-related problem that prevents the vehicle from attaining the readiness criteria they must first attempt a retest. If the retest shows passing for all other OBDII related criteria (MIL status, DTCs) but shows failure for not meeting the readiness criteria, the PIF may retest the vehicle using the "OBD Test Bypass" function and note the reason for bypassing the OBDII test on the form for the State's evaluation. The form must be promptly faxed to the NJDEP at 609-530-5342
- D. The State will evaluate all instances of discretionary bypassing of the OBDII test. Data will be shared with USEPA. If confirmed by USEPA to be an OEM related vehicle design deficiency, the State will consider placing the vehicle on the OBDVRT look-up exclusion table or listed in the "Vehicles with OBDII Testability Issues" document noted above as requiring special treatment during the OBDII inspection test. If however, an OBDII testing problem is not confirmed for the vehicle in question, NJDEP will notify the PIF by VID message and fax that the vehicle make and model in question is to be treated normally during the OBDII inspection test and that the OBDII inspection is not to be bypassed and that the vehicle must be treated normally during the OBDII inspection test sequence.

OBDII Test: Justification for Bypassing OBDII Test and Performing Back-up Tailpipe Emissions Test

PIF I.D.: _____ Date: _____

Inspector I.D.: _____

Analyzer Brand _____ Analyzer No. _____

Analyzer Software Ver. _____

Test Type: Initial _____ Retest: _____

Model Year: _____ Make: _____ Model: _____

Engine size: _____ Transmission: _____

VIN: _____ Plate: _____

Initial Test: Reason for Bypassing OBDII Test: (explain)

DLC Location: _____

Monitors not ready: _____

Other: _____

Retest: Reason for Bypassing OBDII Test: (explain)

DLC Location: _____

Monitors not ready: _____

Other Reasons: _____

Inspector's Name (print): _____

Inspector's Signature: _____

Date: _____

